

Honolulu Star-Bulletin

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EDITOR

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I think there is no unreturned love; the pay is certain one way or another.—Walt Whitman.

THE 1914 CARNIVAL AND THE FUTURE

To say that the 1914 Mid-Pacific Carnival has been a success is to repeat the comment of the vast majority of Honolulu people and of every visitor.

Perfect weather, an attractive program and a large attendance of jolly crowds filled with the Carnival spirit combined to make the ten days of merry-making full to overflowing with enjoyment and without marring features. There have been no serious accidents, no disorder, no failure on the part of any event to come up to the advance promises of the Carnival management or the expectation of the public. On the contrary, many of the events far more than fulfilled expectations.

Figures on the finances of the affair are not yet available in detailed and complete form, so that no statement can be given as to whether the Carnival "paid" in the sense of receipts exceeding expenditures. But it is probable that in this sense the Carnival has not paid. It would be little short of a miracle of financing were the balance to be on the credit side of the ledger.

Expenses have been extremely heavy and in one or two notable cases the attendance at certain events fell below advance estimates. Thus the swimming meet was expected to draw at least twice as large a number of spectators as actually paid admission. So it will not be a general surprise if the finance committee should report that a small assessment on the stock subscribed is necessary, and there is no question that this assessment will be paid by stockholders with the greatest cheerfulness.

For in the broad sense of the word, the 1914 Carnival has paid and paid largely, definitely, generously. For the first time in nine years of annual fetes, it has united all the islands in the idea of advertising their charms to the tourist through the medium of the Floral Parade. It has set a new record for participation by the many races whose presence in Hawaii makes the territory's population markedly cosmopolitan. It has strengthened the cordial relations between military and civilian, heightened the mutual respect between the two. All this is beyond and outside of the mere pleasure the Carnival spectacles and events have given to sixty or seventy thousand people.

The general success of the Carnival has been so emphatic that credit needs be widely distributed. Director-general Dougherty's ambitious plans have been carried out by hard and intelligent work not only on his part but on the part of many score of able assistants, committeemen and workers. To praise one without praising all would be unfair. All Hawaii worked together to make this Carnival a success and it has been a success.

In laying their plans for putting the annual fete on as nearly self-supporting a basis as possible, the director-general and the finance committee were treading on new ground, venturing in unknown paths. They were pioneering the way and later Carnival managements will undoubtedly take advantage of the lessons learned in 1914. The comment most frequently heard during the past few days, in the way of constructive criticism, is that, for many events, seats might be furnished for twenty-five cents and even in certain locations for as low as ten cents. This small price, amounting practically to general admission, would probably attract immense

crowds. Thousands of people are apt to be dismayed at the half-dollar and dollar-charges and pay nothing whatever into the Carnival fund. There is a large population here whose amusements are on the ten-cent and twenty-five-cent basis, and some way might be found for incorporating in the Carnival programs events that will attract these on a big scale, with accommodations for them.

The handling of the seating problem, however, was conspicuous for its efficiency. There were of course instances where people did not get the seats they paid for and other instances where they could get no seats at all, but in general the accommodations for those who bought tickets were well handled.

Director-general Dougherty and his associates may well feel proud of the success of the 1914 Carnival and all-Hawaii may well feel certain that these annual fetes are investments in community good-will and island advertising that repay richly in coin of more than the legal-tender kind.

NO BACKWARD STEPS

Republican delegates who are assembled today from all over the territory have in their hands the opportunity to make or mar the party in the course of the next few years.

If the spirit of the new direct primary law is sincerely interpreted in the rules to be chosen by this convention, if any possible selfish interest is put aside, the result will go far to assure success in the next territorial and county elections.

The convention, as it organized this morning, met in a businesslike way and is proceeding without fuss or feathers to a full and fair discussion of the proposed rules and various amendments prepared for submission. No fights have developed, no friction, and if the convention keeps up its present good temper it should close its work sometime tonight with good results.

The Star-Bulletin has indicated from time to time during the past weeks some of the rules it believes should be adopted by the party to give a fair interpretation to the new primary law and the spirit of the political times. This paper has published many suggestions from Republicans whose opinions are worth something. Most of these suggestions will be brought up today and appearances are that they will be favorably received.

When the work of today's gathering can be totaled up, it will be seen if the new rules adequately express the opinions of the progressive Republicans of Hawaii. If they do, the party will have immensely strengthened its position.

Bob Breckons, staunch advocate of publicity in campaign expenses, might go a step further and propose the provision in the corrupt practices act of Wisconsin. This new state law makes the campaign cigar and the campaign drink a crime when used for the purpose of political influence.

Wilson crossed the ice-jammed Potomac to see a Washington parade yesterday. That's nearly enough correct historically to be interesting.

To everybody who helped make the Mid-Pacific Carnival a success: "We thank you, sirs."

Glad the Carnival's over. We'd about run out of adjectives.

Dougherty done noble.

OREGON PINE FLAGPOLE ON DIAMOND HEAD

By ELIGE L. KIRK.

Away up on the topmost pinnacle of the western peak of Diamond Head, the most important crater-fort of the Hawaiian Islands, overlooking Honolulu and the broad Pacific there now stands a 72-foot Oregon pine pole, placed there in February, 1914, by telephone and telegraph detachment of Company M, signal corps, for signal purposes.

The glistening white shaft will support Arctis lights, international flags and other signal paraphernalia, and in case of actual hostilities will be the sensitive head of the Hawaiian department of the United States army. As the vibrations are sent out from the various points of the "key of the Pacific" they will be instantly intercepted and transmitted to headquarters and vice versa.

In the task of raising this stick, weighing over two tons, a distance of about 1000 yards at an incline ranging from 50 degrees to one perpendicular jump of 50 feet from base to parapet of a chasm, it can not be gained that the chief signal officer of the department, Capt. George S. Gibbs and his able assistant, Lieut. Frederick F. Black, who is directly in charge of the detachment, deserve much credit.

All the available men of telephone and telegraph detachment Company M, signal corps, in pursuance of their varied studies in all branches of signal work in order to obtain information in the most correct and expeditious manner possible, had for a few days this piece of realistic instruction, assisting the electrical engineer, J. G. Anthony, in getting the masthead into position.

The men from the detachment, acting under the concise direction of the officers above mentioned, who were responsible for the successful accomplishment of the arduous task are: 1st Class Sergt. Roy F. Cox, 1st Class Privates Patton W. Brooks, Elihu L. Kirk, John M. Lassar, Roy E. Menasco, and Privates Alvin H. Hubbard, Daniel C. J. Hall, Harry V. Kerney, Jerome E. Lane, Berthold A. Moeller, Thad B. Smith.

It might be said here, and with emphasis, too, that signal corps instruc-

tion means special experience to each individual man. The versatile qualifications of a signal man extend from "bunting-shaking" to every conceivable phase of soldiering; from the humblest pulsations of the telegraph instrument to superintending of the system; from enciphering and deciphering messages and sending and receiving them thousands of miles distant to the tying of the many important knots in the "most dangerous occupation in civil life," line construction; from all forms of military courtesy to the broadest common-sense discipline and drill.

All told, experience is the best tutor and one must have the experience one way or another in order to know just what to do at the right moment. So now each of these men, with but little more experience, may be trusted to superintend a proposition similar to the one just mentioned.

It is but fair to say that Tel. and Teleg. Det. Co. M, Signal Corps, now stationed at Fort Shafter, through such actual training, has emerged out of a "bunch" of wanton effort to a "rally" of trained men with a single purpose. In military affairs they are disciplined and this means the same as law and order in civil life.

At first, as is naturally the case in any gathering or community of men, there was a great deal of untoward energy; but it is a poor rule that will

LETTERS

[The Star-Bulletin invites free and frank discussion in this column on all legitimate subjects of current interest. Communications are constantly received to which no signature is attached. This paper will treat as confidential signatures to letters if the writers so desire, but cannot give space to anonymous communications.]

THE PORTUGUESE FLOAT.

Honolulu, T. H., Feb. 23, 1914.
Editor Honolulu Star-Bulletin.
Sir: We wish to thank you for all the assistance rendered and the illustration of our float in the Ninth Annual Parade, which took place on the 21st inst., by the O. Luso and the A. Patria Association.

The float entered was decided upon nearly at the last moment between the two organizations, but was to their estimation correct to the point as far as history recites. The event represented was the "Discovery of the Maritime Way from Europe to India by the Great Imperial Portuguese Navigator, Vasco da Gama, in the years 1497 and 1498.

Vasco da Gama's expedition consisted of four ships and commanded as follows: the San Gabriel, flag ship, 121 tons, Vasco da Gama; the San Raphael, 100 tons, Paulo da Gama (Vasco's elder brother); the Berrio, 50 tons, Nicolau Coelho, and the San Miguel, transport, 200 tons, Gonsalves Nunes, and helms manned by a total number of 160 men, including officers and sailors.

The expedition departed from Lisboa (Lisbon), Portugal, on the 8th day of July, 1497, touching at the Cape Verde Islands, doubling the Cabo de Boa Esperanca (Cape of Good Hope) on the 22nd day of November of the same year, stopping at Quillimane, Mocambique, Monbaca, Melinde and thence straight across to Calcutta, India, arriving there on the 20th day of May, 1498, and remained in those waters for a length of three months.

After passing the Cape of Good Hope, the provisions on the San Miguel were removed to the other three ships and the San Miguel destroyed. At various times, through storms, acts of mutiny of the sailors and treacherous intents of the Moors and other tribes, both men and ships came very near an end and if same ever happened no records were ever had to this day. In every case it was Vasco da Gama's steady and stern command that saved most all occasions of peril.

The return was made, leaving Indian waters, sailing back by nearly the course they went and after leaving Mocambique, the San Raphael was destroyed, this leaving now only two ships of the expedition, while the captain, Paulo da Gama, went aboard the ship San Gabriel with his brother Vasco. When near the Cape Verde group again the two ships separated, resulting that Nicolau Coelho, with his ship, the Berrio, sailed direct to Lisboa, arriving there on the 10th of July, 1498, whereas Vasco da Gama stopped at the Azores group, for his brother, Paulo, was then a very sick man and he died and was buried on the island Terceira, of the Azores group. Vasco da Gama, after his brother was buried, departed for Portugal, arriving at Lisboa on the 29th of July, 1498. Only 55 men arrived back to Portugal.

This is a brief history of the intent shown of our float, and we are sorry to say that it was very late when so started, but in all cases we had the best that could be had. The mounted men following the float, carrying flags, represented the Portuguese flag, American flag, Hawaiian flag, the Asociao de Socorros Mutuos "A Patria," the newspaper, "O Luso," the Portuguese colonies, Madeira, Azores, Cape Verde, St. Thome, Angola, Guinea, Mocambique, Damao, Macau, Goa and Timor.

In spite of things being started at the last moment the Portuguese colony, through the committee in charge, assisted in the rapid preparation of the first Portuguese float ever entered in the Annual Floral Parade of Honolulu.

Thanking you for elucidating to the people of Hawaii the purpose of the Portuguese float, and also for the many courtesies of the past, I remain,

Yours truly,
LUSO-HAWAIIANO-AMERICANO,
J. COELHO DE SOUSA.

not work both ways, now every one of them, to a man, realizes that the greatest efficiency is attained within a leaven of individual character as acquired in the course of actual events.

Unlike other branches of the service, where artificial training in lieu of actual service is necessarily strenuous, in this way the corps, in the course of time, assimilates all dispositions and the rowdies as well as the sissies disappear.

GEORGE A. HARTMAN, JR., assistant cashier, the First National Bank, Pendleton, Oregon, is a local visitor, having made the trip to Honolulu for the Carnival. Mr. Hartman is a guest of the Courtland.

Attention!

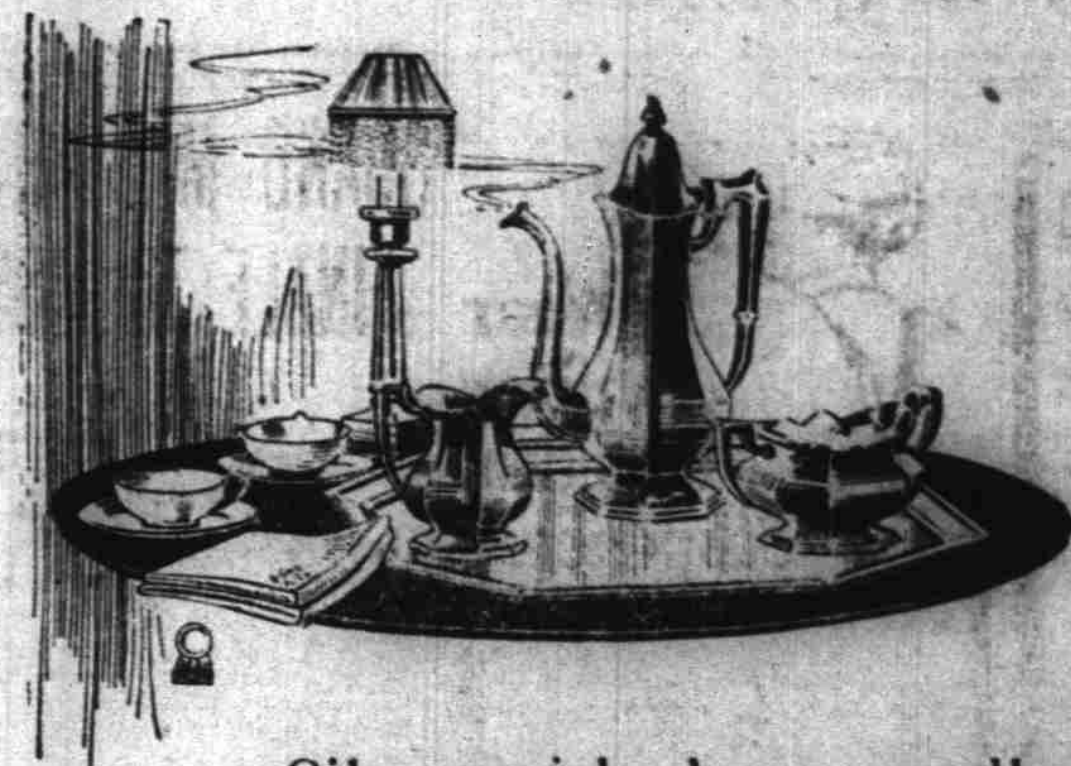
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LITTLE INTERVIEWS

—WILL MILES: The mayor still is unable to get to the office. He has been advised to keep off his feet for some time.

—H. P. WOOD: The fact that the Carnival is over has in no way checked the flow of tourists into Honolulu. I understand that the next several steamers will be full up.

—M. C. PACHECO: The Democrats do not plan to hold a convention for amendment of party rules. Amendments will be made by the central committee and published.

—BOB SMALL (the 50-yard swimming champion): Well, we won enough trophies to make our trip to Hawaii worth while. We will go back to the Coast quite well satisfied.

—P. L. WEAVER: A new ordinance I am drafting provides for the numbering of every house in the city on a regular and uniform scheme. I think such an ordinance is much needed here.

—TOURIST: While President Wilson was celebrating Washington's birthday by emulating the latter's historic example—crossing the ice-strewn Potomac, his army in Hawaii was marching and disporting under summer skies.

PURSER PHILLIPS: Madam Pele came to the front with a creditable display of fire and smoke at the time the visiting Elks gathered at the crater's edge. The party was more than pleased with the trip to the Big Island.

—JOHN H. DREW: Now that the Carnival is a thing of the past, a large delegation of mainland people are of one mind, and that is getting away for the coast in the first available steamer. The Wilhelmina will depart for San Francisco with accommodations all taken.

—A. R. (SONNY) CUNHA: Although there will be no picturesque, natural setting, the production of the Mayor of Tokio at the opera house this evening doubtless will be a greater success than the two former performances. I hear that the garrison at Schofield Barracks would like to see the play. Well, perhaps I'll have to take the company on the road for awhile.

The Electrical Industry

Without knowing anything of the details and technique of the subject, the average American is fairly well aware of the fact that the electrical industry in the United States is in a very healthy condition; and that, if the standard of comparison is the standard of actual achievement, the American electrical man can make a very satisfactory showing when compared with the representative of any other nation. Since that point is very definitely established, there need be no heart-burning in the knowledge that this achievement has been made in spite of the fact that, in point of scientific discovery and commercial invention, most of the pioneer progress in the development of the electrical industry has been made by the scientists and engineers of other countries, and notably those of Britain, France and Germany. Unfortunately, there are many instances to be cited in which, in the countries named, discovery has been the end instead of the beginning of the matter; and there has frequently been lacking the enterprise to turn discovery and invention to practical account in the service of the community and the upbuilding of the nation's industries. In the main this somewhat general statement will be found to hold true; while, in a consideration of American progress, one of the most conspicuous facts to be noted is that the engineer has always been eager to profit by the latest advance of the scientist, wherever made and recorded, the capitalist has always been ready to support the engineer and the inventor has at least been willing to entrust his savings to the banker for investment in electrical enterprises. There is nowadays no such thing as pure engineering. Engineering is inseparable from economics. An engineer is a man who can do for 50 cents what any fool can do for a dollar; and it is the possession of the commercial instinct which has enabled the American electrical man to get ahead of his foreign rivals. He has done conspicuously less than the English, French and German engineer in the domain of pure research, discovery and design; he has done conspicuously more in the application of invention and theory to the workaday problems of commercial engineering.—Douglas S. Martin in Engineering Magazine.

A meeting of Honolulu Lodge 409, F. and A. M., has been called for 7:30 o'clock this evening. There will be work in the first degree.

The members of St. Andrew's Guild will meet in the parish house of the church at 3 o'clock this afternoon.

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